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TRIBUNAL HAS AWARDED \$9000 TO CAPT. MORRIS

Famous and Long Standing Case of Seizure of Sch. Frederick Gerring Jr. By Canadian Authorities for Violation of the Fisheries Regulations in 1896 While Mackerel Seining on the Cape Shore, Is at Last Ended—Case One of International Importance, Engaged Attention of Many Notable Men.

The American and British Claims Arbitration Tribunal sitting at Washington have made an award in the famous case of the fishing sch. Frederick Gerring, Jr., of this port which was seized and confiscated by the Canadian government in 1898, to the amount of \$9000, covering the value of the craft, her catch and equipment at the time of her seizure and interest less the expenses of prosecution and nominal fine. The announcement of the award was made yesterday and the news that the court had decided in Capt. Morris' favor was received by the Times last evening in a message from Congressman Gardner.

The action of the court settles the case which has been hanging fire the last 16 years and has attracted widespread attention during that time.

Award of \$9000 Covers All.

A dispatch from Congressman Gardner to the Times this noon makes the situation clear. The award of \$9000 is the lump sum to cover the entire claim. At the time of the original offer of settlement, the claim amounted to \$7500 all told. From this was to be deducted the cost of prosecution, leaving net about \$6000. In view of the long time which has elapsed since seizure, the sum was fixed at \$9000 without specifying any especial amount to be reckoned for damage, loss or interest. Everything was lumped together and \$9000 awarded to cover the whole business.

The Gerring, owned by Capt. Morris and commanded by Capt. Daniel Doran, was seized and confiscated by the Canadian government. The craft seined a school of mackerel close to the three mile limit off the Nova Scotia coast. Before the entire catch could be bailed on deck, the Gerring it is alleged, drifted inside the three mile limit. The case was in the courts for a long time and finally by a vote of 3 to 2, the Supreme court of Canada decided against Capt. Morris.

The state department at Washington took up the matter and a settlement was agreed upon between Canada and the United States, upon a return of the vessel to Capt. Morris on payment of costs of prosecution. Owing to the deterioration of the Gerring and of her equipment and owing to the loss of her valuable catch, this settlement was never carried out and the Gerring was converted by the Canadian government into a lightship. She is still employed in that capacity in the Gulf of St. Lawrence.

Court Does Not Pass on Merits of Seizure.

In the award, the court does not pass upon the merits of the question at all. The award is based simply upon the Canadian settlement which was never carried out. Of course the return of the Gerring to Capt. Morris is now out of question, but he will receive in lieu thereof, \$9000 this amount covering the value of the vessel and interest less the expenses of prosecution and a nominal fine.

The suggestion for this friendly and mutually agreeable arrangement was made by Monsieur Henri Frommegot, the umpire of the American and British Claims Arbitration Tribunal. It is in line with the original suggestion

made by Canada, although not ratified by the United States government for the reasons above given. During the testimony this fact was brought out and upon recommendation of the Monsieur the present settlement was effected. The other members of the tribunal concurring in it and it was accepted by the agents for Canada and the United States after consultation with the British ambassador and Senator Lodge and Congressman Gardner.

Case Long in Public Eye.

The Gerring case was originally taken up by Senator Lodge and Justice Moody, then Congressman Gardner has been a tireless worker in the case and some years ago presented a statement of the case for presentation to Great Britain by Secretary of State Hay and again by Secretary Root. It was at Congressman Gardner's suggestion that it was finally brought before the tribunal.

The other members of the tribunal who sat on the Gerring case are Sir Charles Fitzpatrick and Hon. Chandler P. Anderson. The agent for Canada is Hon. E. L. Newcombe, deputy minister of Justice of Canada.

The agent for the United States is Hon. J. Reuben Clark. While much of the credit of what has been accomplished is due Congressman Gardner, there was another faithful worker in Capt. Morris' behalf, Frederick H. Tarr, the local attorney, who looked after the details and assisted the United States agent.

Regarded as Victory for Capt. Morris.

Generally speaking, the verdict is regarded here as a victory for Capt. Morris. This seems to be the general feeling although few cared to talk for publication this morning. Capt. Morris, it is understood, receives \$9000 after years of patient waiting, during which many influential persons have interceded on his behalf.

Ice and Bait Reports.

Amherst Harbor, April 30.—No ice in sight south of island, Grandentry report some herring in nets, Pleasant Bay from Sandy Hook to Havre-Au-Basque still frozen, no traps set, no bait.

Queensport, April 30.—Rough weather, no nets hauled today, no ice.

Souris, April 30.—Northerly winds continue, North Coast heavy ice, eastern coast clear, no herring.

SAVE CREW AS BANKER SINKS

Twenty-six men, the crew of the French fishing sch. Jean d'Arc of St. Malo, were saved from drowning when their craft was sunk in a collision with the brigantine Galantry, 30 miles off Sydney, C. B., Wednesday night. The survivors were brought on the Galantry today.

The rescue of the men was effected with great difficulty, as the Jean d'Arc sank almost immediately after the collision.

Old Fisheries Terms Revived.

Crafts Taking Licenses Must Now Specify "Cod" or "Mackerel" Coasting Trade" Papers for Vessels Engaging in Other Branches.

On a request from the Collector of Customs at New York the Commissioner of Navigation has made a ruling regarding the marine documents that are granted to American vessels. The matter is governed by very old statutes which provide for the granting of a license for the cod-fishery for vessels engaged in catching such fish; for a mackerel license for vessels engaged in catching mackerel; and which statutes also provide that a vessel licensed for the "mackerel fishery" which catches other kinds of fish, shall not be forfeited.

While domestic fishing or coasting may be carried on under a register, American vessels have the additional privileges under the enrolment and license which latter forms of documents were created to encourage American shipping.

In recent years by general practice the terms "codfishery," "mackerel fishery" and "whale fishery" have become "fisheries." The ruling by the Commissioner of Navigation, based on the statutes, has caused a revival of the terms of the law and customs officials have been instructed to issue licenses in accordance therewith.

Gloucester vessels must therefore be licensed for the "codfishery," "mackerel fishery," or "coasting trade" which last form would include fishing vessels engaged in other branches of the fisheries than "cod fishery" and "mackerel fishery," or if engaged in the fisheries, not covered by the last two mentioned terms and within waters other than American or the high seas a register should issue.

While the statutes provide that a vessel licensed for the "mackerel fishery" which catches other kinds of fish shall not be forfeited, they do not grant additional privileges to vessels engaged in the "cod fishery." Owners should, therefore, be careful to state the employment of vessels when taking out marine documents, to prevent fines and possible forfeiture.

Herring, menhaden and lobster vessels, also oyster dredges, while in domestic waters, will carry a license for the coasting trade. Herring vessels which takes cargoes in waters governed by treaty rights or by grant of foreign power will carry a register.

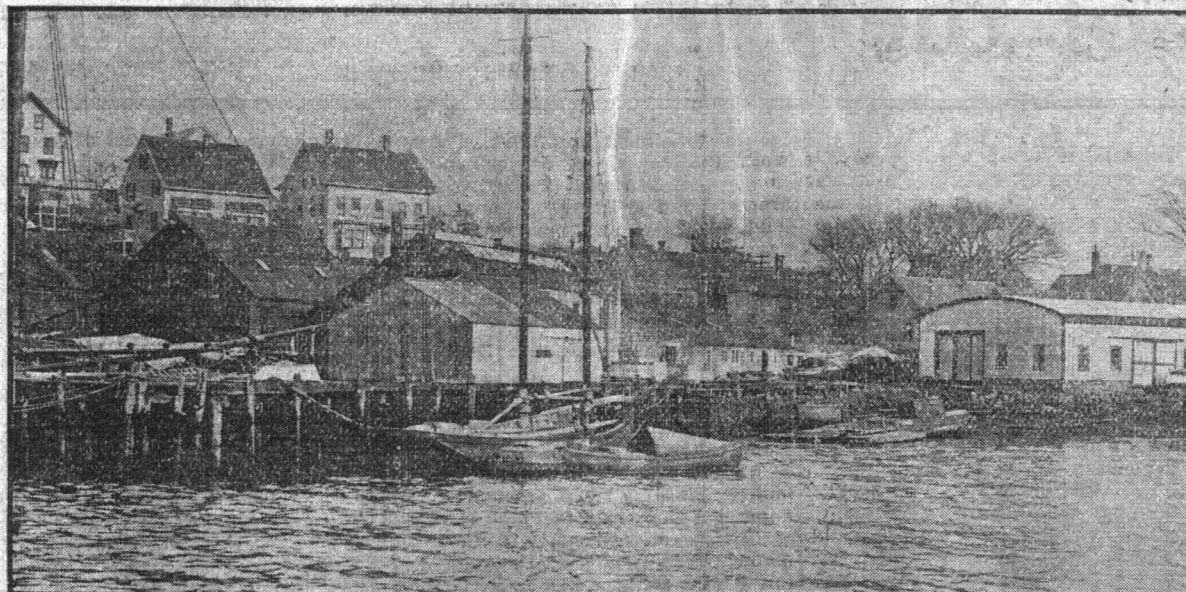
Pigeon Cove Arrivals.

Sch. Nautilus landed about 2000 pounds fresh fish at Pigeon Cove, Saturday. All the other boats made only small catches.

Yesterday Capt. Edward Saunders' boat, the North Star, landed 1100 pounds and the Margaret 800 pounds. The catch of the rest of the fleet was small.

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Boat Yards and Sheds P. W. Wheeler Plant, Parker and East Main Streets



At Percy Wheeler's yards are three boats fast nearing completion which are attracting much attention these days. They are three of the finest "gentlemen's runabouts" ever built and the last word in pleasure craft. It is safe to say that nothing has been built to date that will excel them not only for comfort but for richness of finish as well.

Last year it was the fleet of Annisquam "Cats" that was the central attraction. This year, Mr. Wheeler is offering something of an altogether new line as his star achievement and he has every reason to feel proud of his efforts.

Each boat is 30-foot long, five foot wide, planked with clear cedar and fastened with copper rivets. The deck and all interior finish is of Burmah teak wood, the highest priced wood

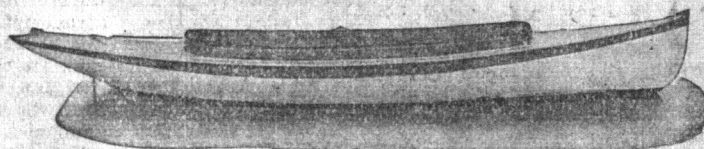
ever used in marine construction, also the richest and handsomest.

The heavy, brown and handsome grain is noted for its beauty in rich furniture. The decks of these boats are only three-eighths of an inch thick and are ship lapped together, the laps being riveted with tiny brass rivets. The wood is then rubbed to a polish with oil, no varnish being used.

The engines for these boats are also among the most beautiful marine engines ever produced, being the latest production of the Regal Gasoline Engine Company of Coldwater, Michigan. They are four cylinder, four cycle, cylinders cast enblock. All cans, gears, shafts and all moving parts are encased so that the only moving part in sight when the engine is running, is the top of the fly-wheel, and this is installed on the rear end of the engine,

low down so that it is not in prominent view. These engines are electric start—simply press a push-rod with your foot and you are off, also electric lighted. Throw a switch and you have your lights.

These engines are so constructed by the use of aluminum that the whole outfit, boat, electric start and lighting and engine weighs only 800 pounds. They will develop from 35 to 40 h. p. and will run almost noiselessly. These boats are also controlled from the steering wheel, the same as an automobile. In fact there is less to do to start and run than in the most up-to-date car. A gentleman can go to sail in a white suit with white gloves and not even get dusty.



WHEELER'S CAPE ANN CLIPPER DORY MODEL.

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TEN TRIPS AT NEW FISH PIER

**One Big Fare While the
Rest Run About the
Average.**

Ten arrivals of fresh fish at the new fish pier at Boston this morning looked rather slim, but that was all that was in when the big mart opened at 7.30 o'clock for the day's trade.

The bulk of the fish was landed by the steam trawler Breaker which had 40,000 pounds; Priscilla Smith from here with 10,000 pounds; Mary C. Santos, 50,000 pounds; Elizabeth W. Nunan, 50,000 pounds.

Wholesale quotations were \$1.50 to \$3 a hundred for haddock, \$2.75 for large and \$1.75 for market cod, \$1.25 to \$2.25 for hake, \$2 for pollock and 12 cents for white and 9 cents for gray halibut.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Breaker, 36,000 haddock, 2500 cod, 1500 halibut.

Sch. Priscilla Smith, 1500 haddock, 80,000 cod, 10,000 hake, 10,000 cusk, 4000 halibut.

Sch. Mary C. Santos, 45,000 haddock, 6500 cod, 1500 pollock.

Sch. Genesta, 4500 cod, 22,000 hake, 7000 cusk.

Sch. Elizabeth W. Nunan, 3100 cod, 33,000 hake, 12,000 cusk.

Sch. Albert W. Black, 700 haddock, 8300 cod, 12,000 hake, 4500 cusk, 1200 pollock.

Sch. Olivia Sears, 5000 cod.

Sch. Mary DeCosta, 50,000 haddock, 25,000 cod, 2000 hake, 1000 pollock, 1500 halibut.

Sch. Natalie J. Nelson, 14,000 haddock, 14,000 cod, 7000 hake.

Sch. Richard J. Nunan, 1500 cod, 22,000 hake, 5000 cusk.

Haddock, \$1.50 to \$3 per cwt.; large cod, \$2.75; market cod, \$1.75; hake, \$1.25 to \$2.25; pollock, \$2; halibut, 12 cents for white and 9 cents for gray.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.

Eastern halibut codfish, large, \$5; medium, \$4.50.

Georges halibut, codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$1.15.

Pollock, \$1.75.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Cod, large, \$2.25; medium, \$1.85; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.10.

Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.

Pollock, 90c.

Fresh halibut, 13c per lb. for white, and 11c for gray.

SMALL CATCHES FOR HALIBUTERS

**Three in Here Today—Sch.
Essex Brings Cod From
Newfoundland.**

The fleet of arrivals here over Sunday, numbered four crafts, three from halibuting and one from Newfoundland with a cargo of salt cod.

Saturday sch. Gossip arrived with a small halibut fare which sold to the American Halibut Company. Her fresh and salt shack was taken by the Gordon-Pew Fisheries Company.

Sch. Teazer, Capt. Peter Dunsy from Western Bank took out a 10,000 pound halibut fare at the American Halibut Company's wharf this morning. He also had 18,000 pounds fresh fish and 12,000 pounds salt cod.

During the forenoon, sch. Elmer E. Gray, Capt. John Thompkins, arrived from Sable Island Bank, having 8000 pounds halibut and 4000 pounds fresh and 4000 pounds salt cod. Capt. Thompkins was most everywhere, being driven off Georges on account of the dog-fish. For the first two weeks out, it blowed so that the craft could not fish. They finally ended up on Sable Island Bank, where fish were scarce, but in spite of adverse conditions, secured a trip. Three weeks ago, the Gray was in at Portland, landing a small fare there.

From Rose Blanche, sch. Essex, Capt. Al Evans, brings 340,000 pounds salt cod, consigned to the Cunningham & Thompson Company.

The gill netting fleet is getting smaller and smaller, although most of those now in will remain two to three weeks longer, that is while there is a dollar in it. Over Saturday and Sunday 50,000 pounds fresh fish were landed.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Gossip, Western Bank, 2800 lbs. fresh halibut, 5000 lbs. fresh fish, 3000 lbs. salt cod.

Sch. Teazer, Western Bank, 10,000 lbs. fresh halibut, 18,000 lbs. fresh fish, 12,000 lbs. salt cod.

Sch. Elmer E. Gray, Sable Island Bank, 8000 lbs. fresh halibut, 4000 lbs. fresh fish, 4000 lbs. salt cod.

Sch. Ipsen, gill netting, 1700 lbs. fresh fish.

Sch. Alice, gill netting, 1000 lbs. fresh fish.

Sch. Dolphin, gill netting, 700 lbs. fresh fish.

Sch. Carrie and Mildred, gill netting, 900 lbs. fresh fish.

Sch. Orion, gill netting, 1000 lbs. fresh fish.

Sch. Gertrude T., gill netting, 1500 lbs. fresh fish.

Sch. Water Witch, gill netting, 1800 lbs. fresh fish.

Sch. Enterprize, gill netting, 2000 lbs. fresh fish.

Sch. Bethulia, gill netting, 2000 lbs. fresh fish.

Saturday's Gill Netting Fares.

Sch. Ipsen, gill netting, 2000 lbs. fresh fish.

Sch. Alice, gill netting, 900 lbs. fresh fish.

Sch. Quoddy, gill netting, 1500 lbs. fresh fish.

Sch. Naomi Bruce, gill netting, 5000 lbs. fresh fish.

Sch. Rough Rider, 1500 lbs. fresh fish.

Sch. Bethulia, gill netting, 2000 lbs. fresh fish.

Sch. Sunflower, gill netting, 1500 lbs. fresh fish.

Sch. Anna T., gill netting, 1500 lbs. fresh fish.

Sch. Evelyn H., gill netting, 1500 lbs. fresh fish.

Sch. Julia May, gill netting, 1000 lbs. fresh fish.

Sch. Quartete, gill netting, 1000 lbs. fresh fish.

Sch. Mary L., gill netting, 500 lbs. fresh fish.

Sch. Gertrude T., gill netting, 1500 lbs. fresh fish.

Sch. Bessie A., gill netting, 1200 lbs. fresh fish.

Sch. Little Fannie, gill netting, 2500 lbs. fresh fish.

Sch. Water Witch, gill netting, 2000 lbs. fresh fish.

Sch. Medomak, gill netting, 2500 lbs. fresh fish.

Sch. Dolphin, gill netting, 2000 lbs. fresh fish.

Sch. Carrie and Mildred, gill netting, 2000 lbs. fresh fish.

Sch. Lorena, gill netting, 1000 lbs. fresh fish.

Sch. Orion, gill netting, 1500 lbs. fresh fish, 1 sturgeon.

Sch. Essex, Rose Blanche, N. F., 340,000 lbs. salt cod.

Sch. Lillian, Maine coast, cured fish.

Vessels Sailed.

Sch. Mooanam, Cape North shacking.

Sch. Sylvania, Cape North shacking.

Sch. Corsair, south seining.

Sch. Margaret, halibuting.

Sch. Rhodora, halibuting.

Sch. Emily Sears, haddocking.

Sch. Claudia, Georges handlining.

Sch. Norma, pollock seining.

Sch. Priscilla Smith, Boston.

Halibut Sales.

The halibut fare of sch. Gossip sold to the American Halibut Company for 12 cents for white and 9½ cents for gray.

The halibut fares of schs. Elmer E. Gray and Teazer sold to the American Halibut Company for 13 cents for white and 10 cents for gray.

Baited at Edgartown.

Schs. Georgia and Mystery baited at Edgartown Friday. Alewives are selling there at 50 cents a hundred.

Another Seiner Away.

Another of the south seining fleet, sch. Corsair, Capt. George Hamor, sailed this morning.

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Spoken.

Sch. Elmer E. Gray, Capt. John Thompkins, reports speaking schs. Agnes and Annie M. Parker on Western Bank recently.

Fishing Fleet Movements.

Schs. Fannie E. Prescott and Francis J. O'Hara, Jr., arrived at Canso, Friday and cleared for fishing.

Gone Pollock Seining.

Sch. Norma, Capt. Charles Forbes, sailed pollock seining Saturday.

Capt. Matheson Was
Fare of Bloaters.

With her third mackerel fare of the season, sch. Saladin, Capt. John Matheson is at Fulton market, New York, again this morning with 8000 large and medium fresh fish, mostly all bloaters according to a dispatch to the Times this morning.

Capt. Matheson is certainly in luck for it was only Thursday last that he brought in a 25,000 fare in count. Evidently the Saladin struck fish almost as soon as she got outside again, her fare being secured in latitude 38.55 in 2 fathoms of water.

The prospects are looking better and better, the run of mixed fish being taken as a good omen. There is still about three weeks of the southern season and with good weather for which everyone is hopeful, some more "doings" are looked for.

A despatch this afternoon to the Times states that sch. Benjamin A. Smith, Capt. Martin L. Welch, is at New York with 3000 large fresh mackerel.

Boats Land Fish at Chincoteague.

From Chincoteague, Virginia, this morning comes the news that 4000 fish were landed there yesterday by the boats. This is the best day that the boats there have had.

Steam Trawler Had One Mackerel.

The beam trawler Spray at Boston this morning reports taking one mackerel in her net Saturday while fishing in the Channel. It weighed two pounds.

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Bait and Ice Reports.

Amherst Harbor, May 1.—Plenty herring at Basin in nets, some traps set at House Harbor, few herring, two vessels awaiting bait, Grand Entry plenty herring in nets, Pleasant Bay frozen yet from Sandy Hook to Havre Aux Basques.

Souris, May 1.—Northerly winds continue, ice on north coast, running east, no ice west to Morrell, eastern coast clear, no herring.

Queensport, May 1.—Two or three barrels herring to a boat today, no ice.

Liverpool, N. S., Fishing News.

The American fishing schs. Ingo-mar and Elk called for ice recently at the wharf of the Liverpool Fish Co.

The Gloucester sch. Oriole, Capt. Lewis Wharton, arrived last week and has completed her outfit for the spring trip to the Grand Banks. The Oriole will be absent on her trip five months.

Landed Big Sturgeon.

The gill netting steamer Lorena, in addition to her fresh fare Saturday afternoon, landed a roe sturgeon at Atwood & Payne's wharf. It was one of the finest specimens of the year, weighing 102 pounds and sold at a substantial figure.

Going Seining.

Sch. Mary F. Ruth which has been fishing to the eastward has returned and will now fit for seining under Captain Benjamin McGray.

Sch. Bessie M. Dugan will be fitted for seining by Capt. Douglass McLean.